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March 16, 1921, Temperature 62

ESTABLISHED 1845
Barometer 29.94 Rainfall 0.00 inch.

Humidity 80.

March 16, 1920, Temperature 53

No. 18,208.

三拜禮

號六十月三年一十二百九千一英

HONGKONG, WEDNESDAY, MARCH 16, 1921.

日七初月二酉辛年十國民華中

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Most refreshing and invigorating.

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THE CHRONOMETER AND WATCH MAKER
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FAST & COMFORTABLE MOTOR BOATS.
FOR HIRE AT ALL HOURS.
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if it is commemorated by a souvenir such as
JEWELLERY & WATCHES
The goods that hold the unchallenged
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THE IDEAL GIFT.
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PRINCE OF WALES BUILDING, EST. 1860.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

ARMY ESTIMATES.

COST OF MESOPOT. ETC.

LONDON, March 15.

The Army Estimates were introduced to the Commons by Sir L. Worthington-Evans. He explained that as item of two millions under the heading of non-recurrent charges referred to charges arising out of the war in the middle east. It included sums for re-instating rolling-stock on the Indian railways, re-instating commandeered properties, and reconditioning transport ships. Under current expenditure there was an item of 26½ millions for the armies in the middle east, Mesopotamia, and Palestine. He regretted the necessity, owing to our need of economy, to disband four cavalry regiments, thus saving four hundred thousand sterling annually. The 5th and 21st Lancers and the 19th and 20th Hussars, which were the junior regiments, had been chosen for deletion. The general army policy was ultimately to re-create the expeditionary force of six divisions but at present we were far from having an army as complete as we had before the war. Our aim was to provide fourteen divisions of Territorials with one cavalry division as the second line. Territorials to the number of 230,000 were required over the 100,000 obtained. £560,000 were provided for improved "Tanks," including a light tank to co-operate with infantry and a fast and powerful tank for cavalry experiments now proceeding, to enable tanks to be used in tropical countries. There was provision for armoured cars but there would be extensive experiments this year with a view to settling the ultimate practical use of tanks and cars. The general view was that mechanical means of fighting must be developed to the fullest extent.

Combating the criticism that our army was too large, he pointed out that 52 battalions of infantry, seven of cavalry, 32 batteries of artillery, four engineer field divisions, and three signal units were carrying out the most distasteful duty in Ireland, in a steady and reliable way, in face of the utmost provocation. (cheers). These cannot be reduced until the inhabitants have ceased their illegitimate warfare. In the neighbourhood of Constantinople were two British battalions of infantry, four Indian battalions, and one British cavalry regiment, which were part of the Allied forces irreducible at present. They might even have to be reinforced. Therefore some reserves were held in the east to be available either for Egypt or the middle east. If the Greeks and Turks accepted the modifications of the treaty of Sevres, and more settled conditions ensued in Turkey, a reduction of our troops could be expected. A few substantial reductions in troops had been ordered in Egypt, whence 10,000 Indians and 2,000 British were being sent home. Further reductions depended on the result of negotiations which were about to be opened. There were eight battalions of infantry, a regiment of cavalry, and some artillery etc. on the Rhine. Who could prophesy when they could be recalled, or say they would not have to be reinforced? He emphasised that the north-west frontier of India required constant attention, because there was unrest caused by post-war and economic conditions. The army council realised the urgency of national economy but hoped the House would recognise there was a point beyond which it was not safe to economise so long as to-day's liabilities were unliquidated.

The debate produced a vigorous protest against the idea that tanks could be used as a substitute for cavalry. Major Seely declared that such an idea was inconsistent with the lessons of the war. Gen. Townshend thought the tank was a thing of the past. Sir A. Williamson did not think that any great section of the community contemplated with equanimity an expenditure of seven millions annually in Palestine. That was a question with which Mr. Churchill had gone out to deal. He (Williamson) hoped we should not again have to face sums of this kind in the army estimates. The Army Council spokesman declared that France had reduced her cavalry by twice as much as we proposed to do. The motion for a reduction was rejected by 168 to 75, and the estimates were passed.

A BAD MAN'S END.

TALAT BEY SHOT.

BERLIN, March 15.

The Turkish ex-grand-vizier Talat Bey who has been living here for the last two years under an assumed name was reported to be about to leave for Anatolia to assume the leadership of the nationalist government. He was shot dead in the street by a Persian whose motive is said to have been revenge for the Turkish treatment of Armenia.

TRADE WITH RUSSIA.

AGREEMENT NEARLY MADE.

LONDON, March 16.

Negotiations for the Russian trade agreement have been proceeding satisfactorily all day. Well informed men are confidently anticipating a speedy signature, possibly to-morrow.

REPARATIONS AND THE L. O. N.

THE GERMAN PROTEST.

BERLIN, March 15.

The German protest to the League of Nations contends that according to the treaty economic sanctions are only inflictible in the event of non-compliance with reparations obligations, and there has been no infringement. The Government requests the League to initiate mediation proceedings and to see that the Allies' forcible measures are immediately stopped.

FRENCH PARLIAMENT FOLLOWS BRITISH.

SANCTIONS QUERIED.

PARIS, March 15.

The Chamber, on the first day's debate on the London Conference, followed the lines in the Commons. The Progressives, while agreeing the futility of von Simon's offer, questioned the efficacy of the sanctions. M. Briand, replying to a question, declared that the proceeds of the 5 per cent. impost would be pooled for distribution among the fifty Allies in proportion to the reparations due to each.

THE DOLLAR.

To-day's closing rate 2/3 7/8
To-day's opening rate 2/4 1/8

EARLIER TELEGRAMS

(Reader's Service to the China Mail)

PLEBISCITE IN UPPER SILESIA.

LONDON, March 15th.

The plebiscite in Upper Silesia opens on March 20th. Apprehensions felt in Paris that German reactionaries will profit by the occasion to stir up disorders have already been justified by a telegram from Reuter's Berlin correspondent who says that according to a message from Koenigsbuecke, a captain of the German plebiscite police has been shot dead while he was driving through a wood with British and French officers. There has, also, been a collision between the plebiscite police and the Poles at Michalowitz, in which several Poles have been killed and the police officers have been killed and 6 wounded.

SANCTIONS AGAINST GERMANY.

LONDON, March 15th.

Reports from Lancashire and Yorkshire state that the mere proposal of a 50 per cent. tax on German imports has stopped business between North England and Germany.

The Manchester Guardian's Düsseldorf correspondent says that the huge volume of business transacted before the occupation has dried up owing to the uncertainty of the commercial future.

There is a conflict of opinion among the Allied authorities on the subject of the new Customs system. In the meantime, banks have raised the rate, making it impossible for business men to carry on at Düsseldorf.

Reasonable British business-men regard the Customs barrier as a futile but costly expedient, and recall the experience of the British at Cologne before the ratification of the Peace Treaty, when colossal smuggling was carried on, despite the presence of an international police force.

It is outpointed that the Allies are now dealing with a population of six millions, containing some of the most unruly elements in Germany.

In the House of Commons, the German Reparations Recovery Bill passed its second reading.

PANAMA-COSTA RICA DISPUTE.

WASHINGTON, March 15th.

Mr. Hughes, the Secretary of State, has sent a Note to Panama announcing that the old arbitration award of the Chief Justice, Mr. White, as regards the Panama and Costa Rica boundary must be put into effect in its entirety.

Diplomats explain that Mr. Hughes' action is due to the fact that, under the Treaty of 1915, Panama and Costa Rica agreed to submit their disputes to American arbitration, and are of the opinion that the Note destroys the possibility of the intervention of the League of Nations.

M.C.C. TOUR.

ADELAIDE, March 15th.

The Marylebone Cricket Club defeated South Australia by an innings and 63 runs.

South Australia, in their first innings, made 195 runs.

Fender took 7 wickets for 75 runs. The M.C.C., in their first venture, registered 637, Rhodes contributing 210, Russell 201, and Douglas 106 unfinished.

South Australia, in their second innings, could collect only 369 runs (Randell contributing 121).

DAVIS CUP.

NEW YORK, March 15th.

The Argentine Republic has sent a challenge for the Davis Cup. Entries close to-day. Twelve entries have been received.

KRONSTADT REVOLT.

LONDON, March 15th.

The Bolshevik censorship concerning the Kronstadt outbreak is most strict. It appears, however, that the rebels, while still un subdued, are greatly short of food. Probably the Soviet Government will be able to starve them out. The Reds remain loyal. In the mean time, Kronstadt continues to bombard the coast railway between Petrograd and the Krasnaya Gorka.

AMERICA AND THE PACIFIC.

WASHINGTON, March 14th.

Mr. Denby, Secretary of the Navy, declined to be interviewed by Reuter, Navy Administrator, of the reports that the concentration of the fleet in the Pacific will be a view to the creation of a huge naval base at Oahu, Hawaii. Apparently the question is still undecided. A special session of Congress is being called for April 11th.

Washington, March 15th. The Navy report referred to by Mr. Denby, last night, is officially denied.

RIKE OF PEKING-UNIVERSITY STAFF.

PEKING, March 14.

The staff of Peking University struck to-day because they have received no salary for the past four months.

CHINESE GARRISON AT URGU.

PEKING, March 14.

It is understood that the entire Chinese garrison at Urgu has been wiped out (by Russians).

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HANAN BOOTS & SHOES
FOR ONE WEEK.

Regular Price
\$30.00

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This offer will positively not be repeated.

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BOOTS AND SHOES
COMFORTABLE WHEN NEW
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LAMMERT BROS.AGENTS, APPRAISERS
AND SURVEYORS.**Public Auctions.**

These Undermentioned have received instructions to sell by Public Auction.

FRIDAY, March 18, 1921.
commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of

Miscellaneous Goods.

Comprising—

Motor Car Tyres (various sizes),

Iron Safes, Enamel, Paint, Iron Ropes,

Safety Razors, Assorted Brushes,

etc., etc.

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, March 14, 1921.

ON

FRIDAY, March 18, 1921,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

16 Pica U.S. Tyres 34 x 4

13 —do— 36 x 4 1/2

15 —do— 38 x 4 1/2

4 —do— 31 x 4

3 —do— 30 x 3

3 —do— 34 x 4

4 Wire Wheels.

Also

A Quantity of Paint, Enamel, Safety

Razors, etc.

And

Two Motor Safes.

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SATURDAY, March 19, 1921,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

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Hongkong, March 16, 1921.

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YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOGEN (Milk Sugar) for sweetening the food of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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Dealers in Garden Seeds, Postage

Stamps, Toys, Picture Books,

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JAPANESE MAKERS.

Every kind of Footwear.

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CHERRY & CO.,

PEPPER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 12, 1921.

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TANG YUK, DENTIST.

Successor to

the late SIEN TING,

14, D'Aguiar Street.

TERMS VERY MODERATE

Consultation free.

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THE NEW FRENCH REMEDY,

THERAPION No. 1

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These Remedies are

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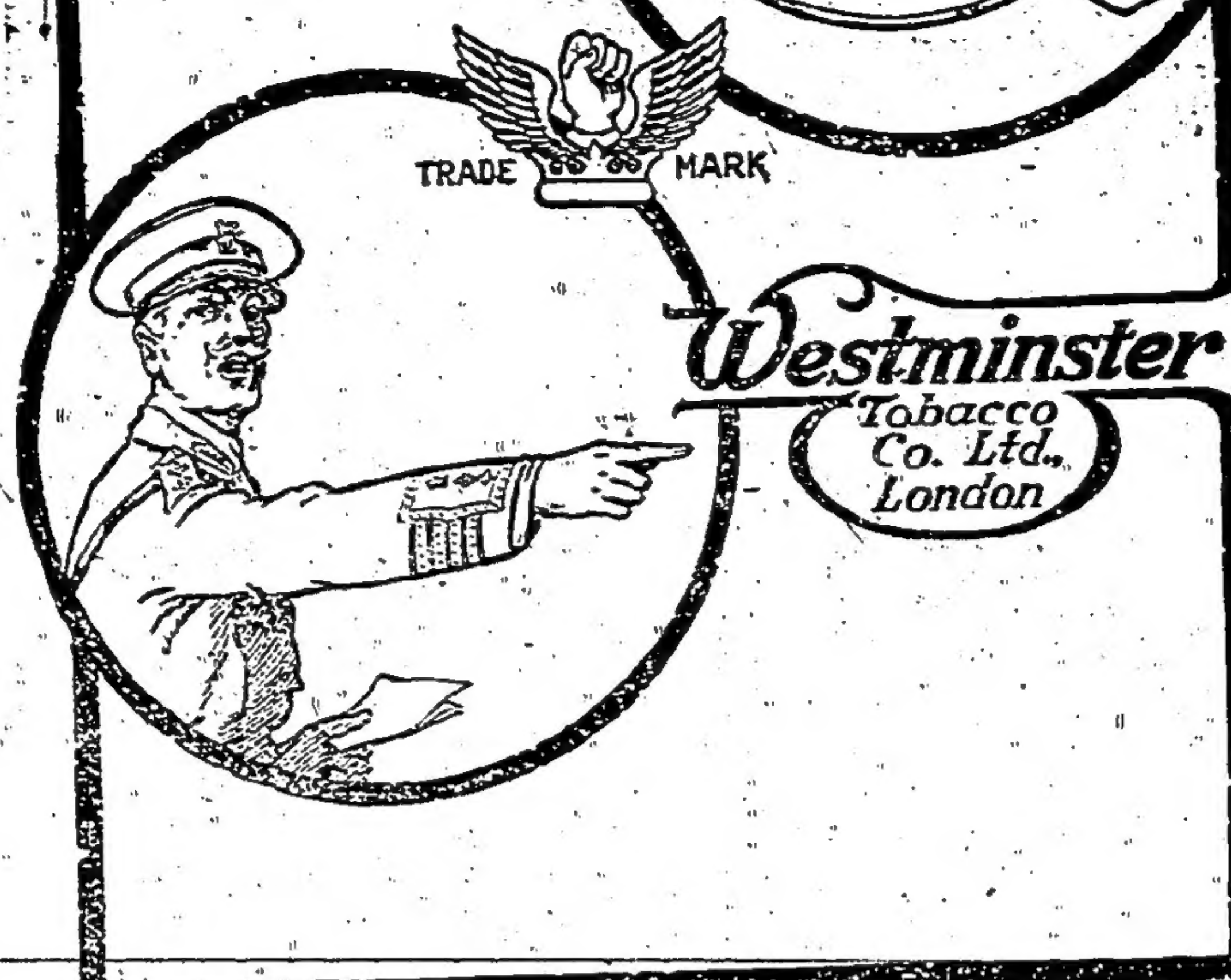
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"Commander" smokers
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This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

GLIMPSES OF CHINA.**A SPIRIT MARRIAGE.****DANGERS OF YANGTZE.**

The Peking correspondent of the

Times writes—

For superstition the Chinese are

pretty hard to beat. From a well-

known Yangtze city comes the story

of a young lady who had been affianced

from infancy to a young man who

died just before the long-projected

wedding was to take place. After

his death the son of the deceased de-

veloped the habit of appearing to the

promised bride, urging her to go to

her mother-in-law's house in the or-

thodox manner, and to become the

wife of the dead lad's spirit. Moved

by her emotions, the young lady in-

sisted upon doing what was required

of her, and her family consented, re-

luctantly enough.

The wedding procession set forth

amidst tears of sorrow instead of man-

ifestations of joy, and the ceremonies

of obeisance to ancestors and friends

were performed in a temple where lay

the coffin of the bridegroom. The

girl now dwells with her parents-in-

law, and is by them and every one

else regarded as the widow of a dead

man and the wife of his spirit.

Athletics have made great strides

in China. The impulse has come al-

most solely from foreigners, for the

only thing of the kind indigenous to

the soil is the fencing, boxing, and

wrestling practised by soldiers and

professionals. But side by side with

the foreign education provided by

the missionaries, and in Chinese

schools and colleges staffed in part or

whole by foreign teachers, have been

provided the sports usual in Occiden-

tal countries, such as football, base-

ball, swimming, cycling, and so forth.

Every school has its regular series

of football or baseball fixtures, and

the usual annual athletic sports. The

Chinese have proved themselves fine

runners and baseball players, but they

have not been quite so successful in

the rougher game of football. But

they excel in all forms of physical

drill and gymnastics, for which their

supple bodies make them peculiarly

suitable. Not long ago in Shanghai

the Chin Woo Athletic Association

celebrated the 10th anniversary of

its foundation by a splendid display

of physical culture before an audience

of 15,000 people. Four hundred

members took part in the display,

among them little girls of six years

and old men of 65. Girls and boys

together—a huge advance for an

Oriental country—did calisthenics,

dancing, foreign drill, and Chinese

boxing, and very pretty work with

knives, swords, staves, clubs, and

chains.

SECRET SOCIETIES.

The secret society is one of the

wicked institutions of China. These

evil organizations flourish especially

in Kansu province, in the far west.

Their power is tremendous. The

Kolsapui are so strong as to be al-

most beyond the reach of the law.

They borrow animals from the

farmers and omit to return them.

One poor man who had the temerity

to try to recover his horse was visited

at night by a batch of members, who

put lime into his eyes and cut out his

tongue. Although completely blind-

ed and unable to talk, the man re-

covered and invoked the law. The

society bribed the magistrate, and

justice was not forthcoming. But

in retaliation the man's son was killed

and his body mutilated. The blind

father thereupon took the weary 12

days' journey to the provincial capital,

led a little son of 10, and when last

heard of was seeking redress from

the higher authorities. Although his

assaults are known, nobody seems

to expect that he will get any satis-

faction.

There is little law for the poor in

this country, though they are not

without their own methods of secur-

ing justice when roused to the break-

ing point.

In these days of irresponsible

soldiers voyaging on the Upper

Yangtze is a continual source of

excitement. Foreign steamers are

always being fired upon, and occa-

sionally there is tragedy, which the

Legation concerned brings home to

Peking. Of course, is all regrets and

apologies, and compensation is speed-

ily forthcoming.

But the Legations know that the

barbarians who do the shooting are be-

hind the control of the Central Gov-

ernment, and they have given up

seeking guarantees against recurrence

of such attacks. Instead they parade

the river with their own gunboats,

and the officers thereof have many

pleasant little episodes to recount in

which they managed to drop a shell

on the exact spot—on one occasion

17 soldiers were killed and wounded.

The accurate shooting of the foreigners

has caused firing parties on shore to

be more careful, and they now adopt

all sorts of manoeuvres to get steamers

into an easy position. They begin

by a volley from one shore, which

drives the boat from the middle of

BURNETT'S LONDON

GIN.

DRY & OLD TOM.

Price per case of 1 dozen \$29.00
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AND
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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, MARCH 16, 1921.

IRREPARABLE REPARATIONS.

We get through the little peep-holes made by Reuter a view of our people at home, wrangling over reparations, accusing each other, in their mutual misunderstanding, of cross-purposes, of pro-Germanism and the like. Pro-Germanism, faces reddening, eyes bulging, a spectacle at once ludicrous and pathetic. Hongkong, having committed itself by legislation to an exclusion policy, affecting Germans rather than German goods, must be marvelling over the change of tone that has taken place in the utterances of Home business spokesmen. When the chairman of an institution like Barclay's Bank publicly appeals for a broader outlook, and assures us that we must not "lower the vitality of the German people," or "retard the re-instatement of their full productive capacity," if we would consider our own interests, we look at each other with uplifted eyebrows. "What of our fervid 'never again' talk? When the Times, apparently backed up by all the big business people, denounces the Reparations Bill and the Paris evolved "sanctions" on which it rests, we wonder if we are as well-informed as we ought to be. This word "sanctions" must have been bothering the man-in-the-street, unfamiliar with the technicalities of philosophy, in which the word superposes on the simple meaning of authoritative permission the idea of the "validity of a principle." Whether we regard them as terms irreducibly minimised or as principles, we get the general sense that they fit French views and

taxpayers, whose "popular will" has forced the hands of M. Briand, will presently be willing to listen with more attention to the French manufacturer, we cannot tell. We conclude that the Times has envisaged the position clearly enough, as reported in yesterday's telegrams, and that this scheme of taxing German exports, whichever way it works, cannot meet the just deserts of the conquerors. The only way of "making Germany pay" that we can see means permanent occupation, and payments deferred over an unthinkable period of time—in fact, something like the out-and-out conquest and partition of Germany. And for that it would seem the diplomats are not yet ready.

LOCAL AND GENERAL.

Crown land, measuring 19,302 square feet (Inland lot No. 2,324) on Shaukiwan Road was sold for \$10,150, at an auction at the Public Works Department on Monday. The purchasers were Mr. Tam Wing On and Mr. Lo Yuk Tong. The upset price was \$9,651.

Charged at the Marine Court yesterday with having been on the outside of more than two launches lying alongside the s.s. "Victoria" in harbour, the coxswains of the steam launches "Fathoming" and "Kwongtung" were fined \$5 each.

As the result of attempting to alight from a moving tram car in Connaught Road West yesterday afternoon, a Chinese woman missed her footing and fell heavily on the road. When picked up she was unconscious and died in the ambulance on the way to the hospital. Death was due to fracture of the base of the skull.

On the arrival of the s.s. "West Jappa" in port yesterday, Captain S. A. Chapin took to the Central Police Station five Chinese members of the crew of a fishing boat which the "West Jappa" collided with and sank 14 miles southwest of Chiling Point. The men were all rescued by the crew of the "West Jappa" who lowered lifeboats and went to their assistance.

At the Marine Court yesterday, before Lieut. Commr. Conway Baker, R.N. (Marine Magistrate), the coxswains of the steam launches "Fathoming," "Feewan" and "Yee-fat" were summoned for carrying passengers in excess of the number allowed by their licences. After evidence had been heard, the Magistrate imposed a \$50 fine in each instance, remarking that offences of this nature were becoming too common lately. It was a dangerous practice, and must be stopped.

Nearly a thousand people attended the funeral of Mrs. Chan, mother of Mr. Chan Lim Pak, Comptroller of the Canton branch of the Hongkong and Shanghai Bank. The procession started from Sai Kwan and straight to the Temple outside of the Great North Gate. Monks, nuns, priests and foreigners numbering about 300 in all were also in the procession. With the beating of drums, the squeaking of Chinese musical instruments and scrolls flying in the air, the funeral was a most picturesque sight.

RELIGION AND MEALS.

MAHOMMEDAN SUED.

INTERESTING COURT ACTION.

The hearing of an interesting case involving a point of Mahomedan religion was concluded in the Summary Court yesterday when the Puisne Judge, Mr. Justice J. R. Wood, gave judgment for the defendant in an action in which C. R. Fihra, a trader, sought to recover from Saleh Bhai Hatti Walla, a clerk in Wieman's Ltd., \$810 as the balance due for meals supplied. Plaintiff ran a mess at the Old Bailey, contracting to supply some twelve countrymen with meals. He alleged that defendant, without giving notice ceased to take his meals and refused to pay the balance. Defendant declared that he took his meals with plaintiff on the understanding that a Mahomedan cook was employed, his religion demanding that the food be killed and cooked by a believer. He discovered in January that the Mahomedan cook had left in December and that the food had been cooked since by a Chinese boy.

His Honour found that there had been a breach of contract by the plaintiff and that he was not entitled to recover on the claim.

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A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, soothes the inflamed membrane, restores the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

BOXING.

FORTHCOMING TOURNAMENT.

KERRISON'S LAST FIGHT.

The second boxing tournament of the Hongkong Boxing Association since the death of Mr. J. C. Wildin, its popular manager, has been arranged to take place at Ming Yuen Gardens, North Point, on Thursday, March 24, when a splendid programme is promised. Interest in the tournament will doubtless be keen in view of the fact that it will be the last occasion in which "Sky" Kerrison, the welterweight champion of the Colony, will defend his title before leaving for home, and a record attendance of fight "fans" may be expected. On the decision of this last bout depends whether or not "Sky" will annex the Championship belt or leave it behind for another.

Kerrison's opponent in a 15-round bout will be leading Seaman Codlings of H.M.S. "Tritonia" who is runner-up for the Fleet Welterweight Championship.

"Sky" is too well known to local followers of the manly game to require any introduction. He has never been beaten at the welterweight limit, and may be relied upon to put up a fierce fight for the belt which he is no doubt keen to retain.

On the other hand, Codlings is little known here as a pugilist, and there is sure to be much speculation as to his ability. From what one hears of him, besides being younger than "Sky," he is a man of long experience and plenty of stamina. His friends claim that it was his sterling ability which after a lot of hard work took him to the final of the Fleet Championship, and that he will give "Sky" the hardest fight of his career; they had no doubt.

In the featherweight class, Teddy Neal who is the Colony's best man at that weight, will fight a 10-round bout with Petty Officer Ward of H.M.S. "Carlisle." Ward is a stranger to the local ring, but he is a man with a good reputation, being runner-up in the Army and Navy Championship in 1913, and Champion of Malta in 1909-10, and it only remains for him to prove his mettle to gain popularity here. Nothing is more fitting than that Teddy should be chosen to test the new comer's ability, and if properly matched, they should go the whole way.

Another 10-round contest will be a middleweight bout between A. R. Bowdige of H.M.S. "Carlisle," 10-stone Champion of Wales in 1916, and Middleweight Champion of the Straits in 1919-20, and Stoker Donald of H.M.S. "Tritonia." Both have not figured in the ring in Hongkong before, and their performances will be watched with keen interest when they meet.

The other items on the programme, will be two 6-round bouts. The first of these will be of special interest, as it brings together Mr. Donald Logan, a local amateur who has boxed with Jimmy Wilde in England during the war, and Mr. Gough of the Hongkong Police, who is also well known for his ability with the mits, and claims to come of a fighting family, his father having been successful in the game before him.

The other 6-round bout will be between Seaman Tollemache of H.M.S. "Carlisle" and Stoker Tipper of H.M.S. "Tritonia," the winner of the novices' lightweight competition at Weihaiwei.

All the men have already been busy training for the past three weeks, and should be in the pink of condition by the time they enter the ring.

CHINA'S SOLDIERY.

A HEAVY DRAIN.

PETITION FOR A REDUCTION.

The Chinese General Chamber of Commerce has just despatched a lengthy telegram to the Central Government petitioning the Peking authorities to reduce the country's soldiery as soon as possible. The Chamber of Commerce says that the National Treasury is depleted and the people of the country are poorer day by day, and the reason for the emptiness of the governmental treasury is chiefly due to the excessive funds being raised from every province for the upkeep of the soldiers in the country. The Tuchen of every province regards the recruiting of soldiers as an honourable task whereby he can make himself look bigger in his military sphere of influence. The Chamber further stated that it has been in receipt of reports from the native provinces that the Three Eastern Provinces have decided to recruit three more regiments, whereby the Tuchen will strengthen their power of offensive in military undertakings. This act on the part of such unscrupulous Tuchen, according to the telegram, tends to facilitate the action against those who are not on good terms with them and if the news about the proposed recruiting is true, it is expected that there will be endless trouble in the region in question.

ALLEGED FORGERY.

FALSE PRETENCES ALSO.

STORE MANAGER CHARGED.

At the Magistrate's court yesterday afternoon, before Magistrate Lindell, the hearing was opened in the case in which a Chinese youth named Sham Lai Sang, an ex-ship's comrade and latterly managing partner of the Kowloon Stores, Nathan Road, is charged with forgery and false pretences.

Mr. D. H. Blake appeared for the complainant (Mr. Jan Hendrik van Gennep Lohrs, manager of the Holland Pacific Trading Co.) and Mr. A. H. Crew defended.

Outlining his case Mr. Blake said that in August last year, the defendant, who had had business dealings with the complainant, suggested that the Kowloon Stores should sell wines and spirits on consignment for the Holland Pacific Trading Co., Ltd. An agreement was made that this should be done, on a commission of 3 per cent, and \$60 a month rent allowance in respect of goods belonging to the Company kept at the Kowloon Stores. There were to be daily returns of sales and monthly settlements. To begin with \$1,500 worth of goods were sent to the Kowloon Stores. The defendant also offered to promote business in Macao and Canton and consignment forms were forwarded there.

In October, he said he could sell brandy forward, but to do that he must have contract forms. He wanted to go to Macao by the two o'clock steamer and he rather hustled the complainant and obtained from him several contract forms, only partially filled up, and signed by the complainant. Soon after these dealings were inaugurated the defendant became slack in settling the accounts and had frequently to be pressed on the subject. Eventually, a writ to recover \$1,000 was issued in the Summary Court, on February 17, whereupon the defendant paid the debt, and costs, in full. Mr. Blake said that never at any time was there any mention by the defendant of \$5,000 having been deposited by him with the complainant, but the document, which the prosecution alleged to be a forgery, purported to be a receipt by the complainant of \$5,000 from the defendant, as "deposit money for goods." Mr. Blake suggested that one of the contract forms signed by the complainant had been cut down to make a smaller sheet, thus eliminating the heading but retaining the signature at the right hand bottom corner. In support of this theory Mr. Blake mentioned that the left hand margin of the receipt form was not regular from top to bottom, as it would be if it was part of the office stationery. The printer would say that the paper on which the receipt for \$5,000 was made out was the same kind as that on which the contract forms were printed, and also that the type of the words beneath the signature of Holland Pacific Trading Co., Ltd., was the same as on the contract forms. The method of affixing the receipt stamp was not that which the complainant habitually used. The chop was not the one used for receipts, but one of several kept in the office for chit book chops.

On February 26, the defendant, through Messrs. Hastings & Hastings, threatened the complainant with a writ if he did not settle with the defendant, setting out an account comprising an item of \$5,000 paid by defendant as deposit, and \$43.15 commission on sales, less value of goods belonging to the complainant, \$383.50. The total claim was thus \$4,659.65. The complainant denied that he had ever received a deposit from the defendant.

The Magistrate: Are these charges alternative? Mr. Blake: No, sir. There is a forged document, and there is an attempt to obtain money by false pretences on the forged document. That is what we allege.

Mr. Van Gennep Lohrs then went into the witness box and gave evidence bearing out Counsel's statement. After Mr. Crew had subjected him to a searching cross-examination, the Magistrate adjourned further hearing of the case until this afternoon.

GOVERNMENT HOUSE.

Last night His Excellency the Governor gave a Dinner Party. The following guests were present: Hon. Mr. Claud Severn and Mrs. Severn, Mr. E. D. C. Wolfe, Captain Lambert, Mr. and Mrs. Edkins, Mr. and Mrs. Miss Ram, Mr. Hillingsworth, Mr. and Mrs. Compton, Major and Mrs. Young, Mr. and Mrs. A. O. Lang, Dr. Dalmahy Allen, Capt. and Mrs. Archer, Mr. Perdue, Mr. Hazlegrave, Mr. R. H. L. Gompertz and Mr. May.

DESPONDENCY DUE TO CONSTIPATION.

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VICTORIA DIOCESE.

HONGKONG BRANCH FORMED.

ADDRESS BY THE BISHOP.

Large numbers accepted the invitation of the Bishop of Victoria, Dr. Duppy, and the Chaplain of St. John's Cathedral, the Rev. V. H. Copley Moyle to an "at Home" held in the City Hall yesterday evening for all those interested in the work of the diocese. Among those present were H.E. the Governor and Lady Stubbs, Lady Kirkpatrick, His Hon. Mr. H. H. J. Gompertz, the Hon. Dr. Claud Severn and Mrs. Severn, the Hon. Mr. J. H. Kemp, K.C. and Mrs. Kemp.

After tea had been served the visitors assembled in the larger room to consider the formation of the Hongkong branch of the Victoria Diocesan Association. The objects of the Association are: (1) To band together all who interest themselves in the work of the Diocese. (2) To circulate information and stimulate interest and (3) To call forth prayer and gifts for the Diocese. It will be seen therefore that the formation of such an Association will provide a useful stimulus to the work of the Diocese.

The Bishop expressed thanks to those who had made the gathering possible and to the large number who had attended. It was a great encouragement to him that at the outset of his work so many had been able to attend and he thought he could speak also for Mr. Moyle, who, as they knew, was going home on leave in about a fortnight's time, that he, too, was greatly impressed by the excellent response made. In their name he desired to wish Mr. Moyle a very happy time in England. The Bishop said he particularly desired to thank the ladies who had made the gathering possible, and in this connection mentioned the names of Lady Stubbs, Lady Kirkpatrick, Mrs. Gompertz, Mrs. Bowden, Smith, Mrs. Severn, Mrs. Edkins and Miss Duff.

Proceeding, the Bishop said that the main problem which faced them was how were they to get a living fellowship and a corporate enterprise in the Diocese. It was not easy to secure either, but of one thing he was certain and that was that a body of people acting together had a greater force than a number of isolated individuals. Asking how they were to secure this living fellowship and corporate enterprise in Diocesan life, the Bishop said the suggestion was made that they should have a Diocesan branch of the Victoria Diocesan Association, which was started in England about 8 or 9 months ago, and that the "At Home" would provide a favourable opportunity of testing the people's feelings on the matter. The Victoria Diocesan Association in England was started at Home on St. John the Baptist's day, June 24 last. At the initial meeting two Bishops were present who presented him for consecration—the Bishop of Bradford and Bishop Lander, his predecessor. The Association was formed for the purpose of: (1) Banding together all who would interest themselves in the work of the Diocese; (2) To circulate information and stimulate interest and (3) To call forth prayer and gifts for the Diocese. The present membership numbered 457. The Association was composed of people who, to a large extent, though not entirely, were friends of his at Home, and not so much of people who had connections with the Diocese by way of friendships, business interests, or in any other ways. He hoped that that would be altered in time, and whilst he trusted his old friends would remain he was anxious that more and more people who had a living connection with the Diocese, either by having friends or relatives out here or by other interests, would become members of the Association. He hoped the Association would provide a real link with the friends at Home, and that people who left the Diocese and went Home would continue to keep up the connection. Each year there would be a rally in connection with the Association. This year it was fixed for June 13 and it was hoped to secure Sir John Jordan as Chairman of the gathering. He trusted that in the future the rally would provide a gathering ground for people from Hongkong, Canton and other places in this part of the world.

Referring to the proposal to form a Diocesan branch, the Bishop expressed thanks to the ladies who had interested themselves in the movement and hoped that the Association was going to stand for a real and lasting fellowship. The Bishop made brief reference to the extent of the Diocese and to the interest, variety and possibilities of the work. Discussing the means by which members can help the Association, the Bishop mentioned that suggestions had been made for the holding of a working party for medical comforts at the hospital at Fakhai (general and leper) or for the general hospital at Yunnan, the organising of a sale of work for the Diocesan Fund, the joining of a study circle for studying the problems of

SANITARY BOARD.

RUBBISH REMOVAL.

CONSTITUTIONAL REFORM ASSOCIATION'S LETTER.

At the fortnightly meeting of the Hongkong Sanitary Board which was held in the Board Room, Post Office Buildings, yesterday afternoon, a letter from the Constitutional Reform Association regarding the removal of rubbish in the Colony, was the principal matter for discussion.

Mr. G. R. Sayer presided, and there were present, the Hon. Mr. T. L. Perkins (Director of Public Works), Dr. Pearce (Medical Officer of Health), Dr. Koch, Dr. F. M. Graca Ozeiro, Mr. C. G. Alabaster, O.B.E., Mr. S. W. Tso, and Mr. Reynolds (Secretary).

The Chairman said that a letter had been received from the Constitutional Reform Association dealing with the removal of rubbish in the Colony, and suggesting that some sort of cover should be used while the rubbish was in transit. The letter had been forwarded to the Colonial Secretary, who had returned it to the Board for consideration.

Mr. Alabaster suggested that the letter should be read to the meeting. After this had been done, Dr. Ozeiro said that sometime ago he broached the same subject, and he would like to know how the suggestions then put forward had worked.

The Chairman intimated that the suggestions had to be abandoned as impracticable.

Mr. Alabaster suggested that the Board appoint a sub-committee to look into the matter. He admitted that dust carts had to be opened for the purpose of depositing rubbish, but he thought that, after they had been filled, in view of the long way they had to go before their contents could be disposed of, they should be covered. Of course, medical men, he said, might have their opinions on the matter, and that was why he thought a sub-committee should be formed to go thoroughly into the matter.

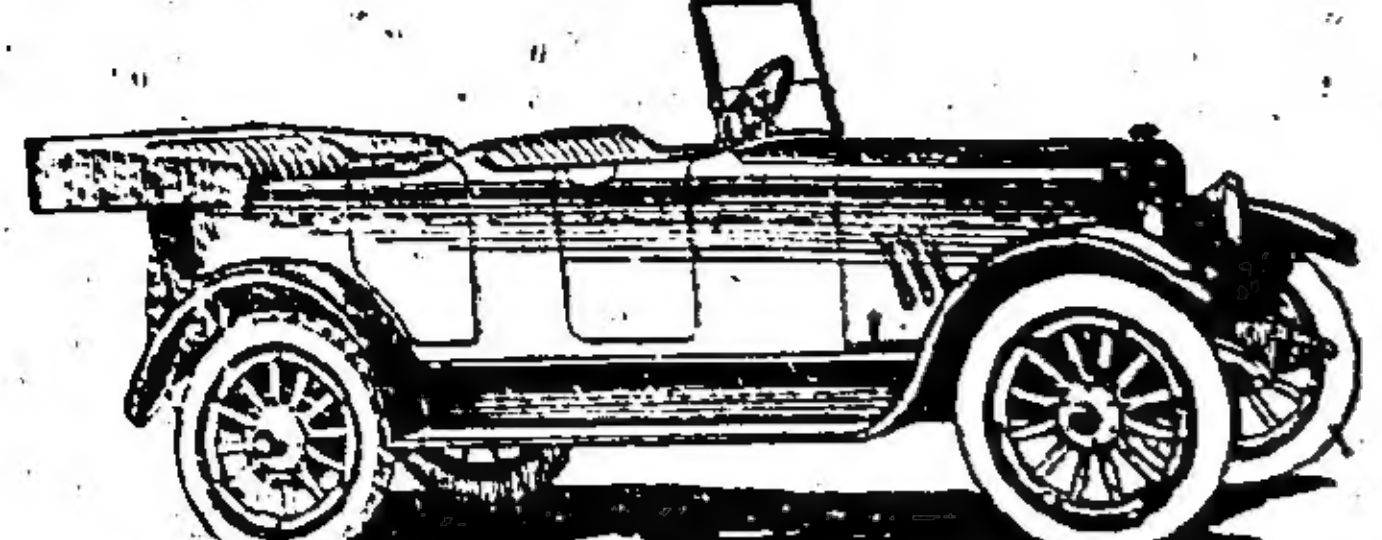
The Chairman said that he did not think it was necessary to appoint a sub-committee, as the Board itself could deal with the matter, and, with the meeting's permission, he would make a short statement on the matter. He said that, in the removal of the Colony's refuse, it was necessary, owing to the hilly nature of Hongkong, to use dust carts to convey it to the sea. The routes covered by those carts were short, if indirect, and he did not see any real danger in exposing the rubbish. Supposing all the rubbish had to be carried through to one collecting depot, say from Praya East to Pokfulam—then there would be obvious reason for covering the carts. But fortunately, that was not the case. They had a series of dust boats along the sea-front into which the rubbish could be deposited, and, thus, there was no unnecessary long halt in any part of the town. It was necessary to uncover the cart in order to deposit the rubbish, and it was not desirable to have to cover and uncover it as it goes from house to house. Then, having completed its rounds, it was not desirable to have to waste time to put the cover on. Another point was that covers would considerably add to the weight of the carts, which, as they were, were difficult enough to handle. Besides, the main object of covers was to prevent dust from flying about, and our refuse was not dusty, being composed mostly of wet rubbish. Assuming that the meeting was with him that permanent covers were useless because they were too heavy, tarpaulin covers were the next to be considered. These had been experimented with before, and were of little advantage as they were out so easily. They were spread over the rubbish, and by contact soon became filthy. Besides, it was impossible to expect the men to take care of the tarpaulins issued to them; in fact, he had made inquiries with regard to the tarpaulins that had been issued, and no one seemed to know what had happened to them. In the circumstances, he did not think any suitable cover could be found for the dust carts, and he thought that the only thing to do was to leave the carts as they were.

Mr. Perkins said he concurred with what the Chairman had said. He was of the opinion that if anything was necessary it was that nothing should be done to add to the weight of the carts, which were difficult enough to handle when going down some of the steep hills of the Colony. As for tarpaulin covers, he did not think that tarpaulin was suitable as a cover, as it would entail considerable expense to keep the carts constantly supplied.

Mr. Alabaster said that in the circumstances he would withdraw his suggestion as to the formation of a sub-committee to go into the matter. The meeting then proceeded to deal with various other matters, all of which were of a purely formal nature.

At the conclusion of the Bishop's address over one hundred members of the local branch of the Victoria Diocesan Association were enrolled.

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CLAIM AGAINST SHIP.

ALLEGED WRONGFUL DISMISSAL.

INTERESTING LEGAL ARGUMENT.

Interesting legal argument was heard in the Supreme Court this morning when the hearing was continued before the acting Chief Justice, Mr. H. H. J. Gompertz, of the case in which Chan Ah Fook, a boatwain, and twelve other members of the crew of the British steamer "Sequoia" sued the Standard Transportation Company of Hongkong, a subsidiary company of the Standard Oil Company of New York.

The plaintiffs were represented by Mr. C. G. Alabaster, instructed by Mr. W. B. Hind, of Messrs. G. K. Hall, Brutton & Co., and the defendants by Mr. H. E. Pollock, K.C., and Mr. F. C. Jenkin, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist.

The plaintiff's case having been closed, Mr. Pollock submitted that it was not necessary for the defendants to put in any evidence because it was clear that the defendants had no case to answer.

His Honour: Are you going to call no evidence in any event?

Mr. Pollock: Oh, no! We are not waiving any rights at all. We are going to submit that there is no case to answer.

His Honour: Mr. Pollock would be brief.

Mr. Pollock said that a week could be taken if necessary but as a matter of fact he would take only a short time. The plaintiffs relied upon the letter of September 4, 1919 as constituting a real and effective agreement between them and the defendants. That letter formed the corner stone of the plaintiffs' case. Three plaintiffs in their evidence the previous day said that it was not a part of their case that they cared at what place they were discharged, and that the only complaint they had against the defendants was that they were engaged for the full period of 18 months at the wages mentioned in the agreement. The defence claimed that the plaintiffs were on the horns of a dilemma. If the plaintiffs case was based on the construction of the letter the defence had nothing to answer because it was absolutely clear that the words used in that letter defeated the complaint. The words of the letter were: "I hereby agree to engage... for a period not exceeding 18 months." Counsel submitted that the words "not exceeding 18 months" could not mean for the full period of 18 months. After quoting authorities on the point Counsel contended that it was not necessary for the defence to give any reason why some such words should be put in the letter and it was sufficient for the defence to ask His Honour to hold that the words "not to exceed 18 months" could not possibly be construed to mean for the full period of 18 months.

His Honour: That of course is rather my difficulty.

Mr. Pollock: I think the identical words are used in the articles. A maximum period or in the alternative an actual period.

His Honour: There can be an actual time?

Mr. Pollock: Oh yes.

His Honour: So far as I have seen articles they usually contained a maximum period.

Mr. Pollock: I should say almost universally.

His Honour: I have not seen enough articles to say that.

Mr. Pollock then dealt with other grounds on which the plaintiffs based their case and quoted an instance to show that a verbal agreement would not hold unless entered in the articles, making the point that nothing could be considered unless in the articles. Clearly the plaintiffs, as plaintiffs, had to prove that the contract employed them for a full period of 18 months and that they could not be discharged before that full period had expired. The duration of the voyage must be specified in any agreement between the master and the men. The duration given in this letter was for a period not exceeding 18 months.

His Honour: Have you been able to discover any other authority on these words?

Mr. Pollock referred His Honour to a case in which a man employed under an agreement containing the words "not exceeding a year" was discharged within 32 months.

His Honour: My difficulty is that I do not know whether you claim that this power of discharge is mutual.

Mr. Pollock: It is absolutely mutual. We are not claiming to

exercise against the crew any right they would not be entitled to exercise against us. The question of discharge in Hongkong does not really come into this.

His Honour: The original crew who left the ship in New York appear to have been treated as deserters.

Mr. Pollock: That was because they were engaged to come back to Hongkong.

Mr. Pollock made reference to the articles but His Honour said that if Counsel was not calling evidence he must leave the articles out of the argument.

Mr. Pollock: We are calling evidence.

His Honour: Well, I want your construction of the letter.

Mr. Pollock continued that the plaintiffs were not relying on the letter at all but something not in the letter. They were asking the Court to say that they were entitled to employment for the full period of 18 months. They had to show that it was a breach of the letter to discharge them in Hongkong 62 months after the time of shipment in New York. The onus was on the plaintiffs not on the defence. Plaintiffs had failed to prove that they were entitled to employment for the full period of 18 months. Therefore there was no case to answer.

The defence had paid into Court the plaintiffs' wages in full at the New York rates. Therefore the defence had done all that was necessary. The plaintiffs had not proved their right to employment for the full period of 18 months and had not even attempted to show that it was wrongful to discharge them in Hongkong.

Mr. Alabaster said that he would say nothing about the articles at this stage because they did not arise on the point. Under the agreement the voyage was from New York to the Orient thence to and fro for a period not exceeding 18 months at certain rates of wages.

What the defence had done was to bring the plaintiffs from New York to the Orient. They had not completed the agreement by taking them "thence to and fro" in accordance with the declared intention of the agreement. The agreement did not state where the plaintiffs could be discharged but it did state that after reaching the Orient they should go to and fro for a period not exceeding 18 months.

Mr. Pollock: Mr. Alabaster has not quoted any authorities on the words "to and fro."

His Honour: Mr. Alabaster's argument is perfectly legitimate.

Mr. Alabaster: The words "to and fro" are words of extension and not words of limitation, and in the natural and ordinary way would mean backwards and forwards between the places mentioned.

Mr. Alabaster continued that the defence had failed to carry out their agreement to carry the plaintiffs anywhere beyond their first arrival in Hongkong and therefore the plaintiffs were entitled to wages right up to the maximum time under the agreement. Plaintiffs were also entitled to be taken back to New York and were claiming passages because they were entitled to them under the words "to and fro." Counsel therefore submitted that there was a case to answer.

Mr. Pollock said that a very vital objection to the letter had just come to his knowledge. Reference to the Act would show that the agreement, or rather letter, as they did not admit that it was an agreement, did not come under the Act for the reason that it failed to comply with some of the most important provisions of the Act. The letter merely gave a general schedule of the wages it was intended to pay the various ratings but no statement of the capacity in which each man was to serve, as required by the Act. Nor did the letter give the name of each man or the scale of provisions.

"How can we sue anybody on this letter which is not signed by one of the 22 men?" asked Counsel. "If it cannot bind any particular individual it cannot bind the owners. Therefore it is not an agreement. It is a mere invitation, a prospectus stating the wages the defendants were prepared to give. It could not possibly be called an agreement between the ship and the men."

His Honour: "If you can get me 22 men I shall pay them at these rates."

Mr. Alabaster: There is one point that seems to have been forgotten. In the admission of facts it was admitted that we were the persons referred to in the letter.

Mr. Pollock: We admitted the plaintiffs were the persons referred to in the letter but we never admitted the letter was an agreement. How

could it, possibly be an agreement when not a single name of any member of the crew appears in it?

His Honour: You have still to deal with Mr. Alabaster's argument that the words "to and fro" affect the limits of the voyage.

A legal argument then ensued in the course of which Mr. Alabaster characterised the defence on this point as "monstrous." His Honour suggested that were the claim of the defence correct that the contract implied by the words "to and fro" had been met by the trip to Colombo, Calcutta, Rangoon, and Singapore, would not the words have been "from New York to the Orient thence (not thence) to and fro."

His Honour: The original crew who left the ship in New York appear to have been treated as deserters.

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Mr. Pollock continued that the plaintiffs were not relying on the letter at all but something not in the letter. They were asking the Court to say that they were entitled to employment for the full period of 18 months. They had to show that it was a breach of the letter to discharge them in Hongkong 62 months after the time of shipment in New York. The onus was on the plaintiffs not on the defence. Plaintiffs had failed to prove that they were entitled to employment for the full period of 18 months. Therefore there was no case to answer.

The defence had paid into Court the plaintiffs' wages in full at the New York rates. Therefore the defence had done all that was necessary. The plaintiffs had not proved their right to employment for the full period of 18 months and had not even attempted to show that it was wrongful to discharge them in Hongkong.

Mr. Alabaster said that he would say nothing about the articles at this stage because they did not arise on the point. Under the agreement the voyage was from New York to the Orient thence to and fro for a period not exceeding 18 months at certain rates of wages.

What the defence had done was to bring the plaintiffs from New York to the Orient. They had not completed the agreement by taking them "thence to and fro" in accordance with the declared intention of the agreement. The agreement did not state where the plaintiffs could be discharged but it did state that after reaching the Orient they should go to and fro for a period not exceeding 18 months.

Mr. Pollock: Mr. Alabaster has not quoted any authorities on the words "to and fro."

His Honour: Mr. Alabaster's argument is perfectly legitimate.

Mr. Alabaster: The words "to and fro" are words of extension and not words of limitation, and in the natural and ordinary way would mean backwards and forwards between the places mentioned.

Mr. Alabaster continued that the defence had failed to carry out their agreement to carry the plaintiffs anywhere beyond their first arrival in Hongkong and therefore the plaintiffs were entitled to wages right up to the maximum time under the agreement. Plaintiffs were also entitled to be taken back to New York and were claiming passages because they were entitled to them under the words "to and fro." Counsel therefore submitted that there was a case to answer.

Mr. Pollock said that a very vital objection to the letter had just come to his knowledge. Reference to the Act would show that the agreement, or rather letter, as they did not admit that it was an agreement, did not come under the Act for the reason that it failed to comply with some of the most important provisions of the Act. The letter merely gave a general schedule of the wages it was intended to pay the various ratings but no statement of the capacity in which each man was to serve, as required by the Act. Nor did the letter give the name of each man or the scale of provisions.

"How can we sue anybody on this letter which is not signed by one of the 22 men?" asked Counsel. "If it cannot bind any particular individual it cannot bind the owners. Therefore it is not an agreement. It is a mere invitation, a prospectus stating the wages the defendants were prepared to give. It could not possibly be called an agreement between the ship and the men."

His Honour: "If you can get me 22 men I shall pay them at these rates."

Mr. Alabaster: There is one point that seems to have been forgotten. In the admission of facts it was admitted that we were the persons referred to in the letter.

TO-DAY'S NEW ADVERTISEMENTS.

NOTICE.

NOTICE IS HEREBY GIVEN that the Power of Attorney given to Mr. ROY G. BURDIN, by THOMAS W. SIMMONS & COMPANY, has THIS DAY been revoked.

THOMAS W. SIMMONS & CO.

By THOMAS W. SIMMONS,

President.

Hongkong, March 15, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

OR

TUESDAY,
March 22, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

An Assortment of Household Linens, &c., comprising:-

Fillow Cases, Fine quality Blankets, White Satin Quilts, Red Valances, Damask Table Cloths, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Linen Damask Serviettes.

A few lots of Bellow Valances and Suit Cases.

Three Pairs Binoculars, &c. (Full Particulars from Catalogue). Terms:-Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, March 16, 1921.

(ON ACCOUNT OF THE CONCERNED),

OR

TUESDAY,
March 22, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TRAFFIC AND BLACKWOOD FURNITURE, BRASS AND TRAFFICWOOD TRIN, BEDSTEADS, CARPETS, &c., &c., comprising:-

Mirror back Bed-board, Dining Table, Chairs, &c. (Lane, Crawford make), Chesterfield Sofa, Arm-chairs, &c., &c. and Occasional Tables. One upholstered Suite, Bedroom Furniture comprising Traffickwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Wash-stands, &c. (fumed Traffickwood), Slideboards, Dinner Wagon, Extension Dining Tables, &c. Chairs, &c. Dinner services, Crockery, and Glass Ware looking Stores, Cutlery, &c. Bath room Utensils, Electro-Plated Ware, Electric Reading Lamps, Traffickwood Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, &c.

Also:-
One Auto Piano with about 50 rolls in good condition. (Full Particulars from Catalogue). Terms:-Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, March 16, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

MONDAY, March 21, 1921,
Commencing at 11 a.m. at their Sales Rooms, Duddell Street.

A Quantity of

Tea and an Assortment of Provisions.

(More or less slightly damaged by water).

Terms: Cash on delivery. LAMBERT BROS., Auctioneers.

Hongkong, March 16, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned)

ON

THURSDAY,
March 24, 1921, at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

Steel Motor Cargo Lighter, at present stored in Mears.

KWONG LEE'S Yard, Yarmat.

Built 1917.

Length O.A. 70' 0"

Length B.P. 68' 8"

Breadth M.M. 15' 0"

Depth Mid. 6' 6"

Motor 50 H.P.

D.W. 70 tons.

Complete with Anchors, Navigating Lights, Dinghy and all accessories.

Inspecting Orders may be had from the undersigned.

Terms:-Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, March 16, 1921.

Messrs. Whiteway, Laidlaw and Co., Ltd., commence a sale of boots and shoes on Monday, continuing till Wednesday. In order to make room for new stock all boots and shoes are being cleared at half price.

Mr. R. C. Wittichell, Hon. Secretary of the V.R.C. states that entries for all races in the cruiser and sailing classes, in the Victoria Regatta advertised to take place on March 26, must be handed in to him at the Club not later than the 19th inst.

OUR SOUVENIR NUMBER

WILL BE PUBLISHED ON
SATURDAY, MARCH 26.

IT WILL BE
GIVEN AWAY FREE
WITH OUR ISSUE OF THAT DATE.

ROYAL HONGKONG YACHT CLUB.

MEMBERS are hereby notified that the following dates have been arranged for the remaining Sailing events.

SATURDAY, March 19th. Commodore's and Vice-Commodore's Cups for Racing Yachts.

SUNDAY, March 20th. Fifth and last Championship Event for Cruisers.

SATURDAY, March 26th. Races for Racing Yachts and Cruisers under the auspices of the V.R.C.

SUNDAY, March 27th. Race for presented Cups for Racing Yachts.

MONDAY, March 28th. Races for Racing Yachts and Cruisers, under auspices of V.R.C.

SATURDAY, April 9th. Races for Boats placed not higher than 2nd in the Championships for Racing Yachts for "Also Ran" Cups presented by the Commodore and Capt. Arthur.

SUNDAY, April 10th. Commodore's and Vice-Commodore's Cups for Cruisers.

SUNDAY, April 17th. Race for "Presented Cups" for Cruisers.

The following handicaps are fixed for the Commodore's & Vice-Commodore's Cups Race.

| H. CAP & ONE DESIGNS. | H. HEYS & GABLES. |
|-----------------------|-------------------|
| DIANA SCRATCH | USULA SCRATCH |
| BOILA 10 EMB. | DANE 45 EMB. |
| ORION 35 | TOGETHE 45 |
| DOBOTRA 45 | BOOTS 50 |
| GLADYS 55 | GAEL 50 |
| SANTA 55 | JOAN 50 |
| ALBA 120 | LOLA 60 |
| EMERY 120 | VIRGO 60 |
| DAPHNE 120 | THECLA 60 |
| ELIZABETH 120 | |

Hongkong, March 16, 1921.

NOTICES.

HARTMANN
WARDROBE TRUNKS.

There's no Trunk
like a Wardrobe
and no Wardrobe
like a Hartmann.

WE OFFER A CONVINCING
DEMONSTRATION WITHOUT
OBLIGATION.

Sole Agents:-

LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

"BROADWOOD" LONDON.

&
"CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1322



Established 1742.

WHITE HORSE
WHISKY

"WHITE HORSE"
Whisky is wholly distilled
and bottled in Scotland.

MACKIE & CO. DISTILLERS LTD.

Island of Islay. London. Glasgow.

TAN SAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m.).
From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK AND/OR BOSTON.

Regular Sailings to
Via Sea or Panama Canal at Owner's Option.
S.S. "EGREMONT CASTLE" Sailing on or about 6th April.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.
S.S. "TRIESTE" Sailing on or about 20th April.

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEBANT, BLACK SEA & DANUBE PORTS.
FUMES having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 20th March.
Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 24th March.

FOR JAPAN.

S.S. "MACASSAR MARU" Sailing on or about 28th March.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINE.

For Freight or Passage on any of the above Lines apply—
DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTIWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—Bordeo, Janeiro, Santos, Montevideo, Durban & Cape Town via Singapore. Passenger Service.

MEXICO MARU—Regular fortnightly service via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KASATO MARU (Taking Passengers)—Monday, 28th March.

INDUS MARU—Tuesday, 29th March.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

KISSE MARU—Friday, 1st April.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly service, with service touching at intermediate ports in Japan taking cargo to OYFLEND POINT U.S. in connection with Chicago Milwaukee & St. Paul Railway.

ARABIA MARU—Monday, 11th April.

NEW YORK—Regular Monthly service via Japan, San Francisco, Panama and Colon Ports.

One steamer beginning of April.

NEW ORLEANS LINE.

CELESTES MARU—Tuesday, 22nd March.

Taking cargo to Africa, Panama Zone and Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

KELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.R.E. wharf near the Harbour Office.

KAIJO MARU—Sunday, 20th March.

TAKAO via SWATOW and AMOY—Friday, 25th March.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

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SAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailing and Fare from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK & SON, Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Owner Offices—LUDGATE CIRCUIT, LONDON, E.C.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Sailing 11th April.

Special Sailing for Shanghai.

"HWAH PING" Sailing 18th March.

For Freight and Passage, apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents, 114, Cross Street, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

WEIHAIRUI & TIENSTIN—HONGKONG—Mar. 17, at 8 p.m.
HONGKONG—Mar. 18, at 10 a.m.
HONGKONG—Mar. 19, at Noon.
SHANGHAI AND TSINGTAO—CHIAO—Mar. 22, at 10 a.m.
SWATOW & BANGKOK—SUNSHINE—Mar. 24, at Noon.
AMOY, SHANGHAI & FUSOW—SUNSHINE—Mar. 24, at Noon.
SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Kromm's Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamer

For VICTORIA SEATTLE.

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"WENATCHEE" passenger and freight—May 14th.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports.)

"WHEATLAND MONTANA" (freight only)—About Mar. 27th.

"CROSSEYS" (freight only)—About April 21st.

For MANILA.

"CROSSEYS"—About April 9th.

For PORTLAND direct.

"COAXET" (freight only)—About Mar. 19th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

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Via Panama.

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THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

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Hotel Mansions.

THE ADMIRAL LINE.



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA—April 5th.
GLYMOY—April 15th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates. Apply to—

THE ADMIRAL LINE,

5th Floor HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALTY. Telephone 2477 & 2478.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.
S.S. "LAERTES"—Sailing 22nd March. Calls at Boston.
S.S. "KANDAHAR"—Sailing 24th April. Calls at Boston.
S.S. "CITY OF DUNKIRK"—Sailing 26th April. Calls at Boston.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG & CANTON. KEELS & CO.

SHIPPING

C.P.O.S.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS

Empress of Japan—Mar. 22, Apr. 12.
Empress of Asia—Mar. 31, Apr. 18.
Empress of Russia—Apr. 7, May 1.
Empress of Japan—Apr. 22, May 10.
Empress of Asia—May 17, June 7.
Empress of Russia—May 24, June 13.
Empress of Japan—June 12, July 11.
Empress of Asia—June 22, July 11.
Empress of Russia—July 7, July 26.
Empress of Asia—July 21, Aug. 8.

Passengers to Europe as strongly urged to determine the exact date of the Atlantic sailing before they depart from the Orient. Trans-Atlantic sailings are as arranged as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not they are to be carried by the C.P.O.S. steamers. Freight charges are subject to the C.P.O.S. Tariff, which is subject to change without notice.

For rates and other information please apply to—
HONGKONG OFFICE.

Telephone 714. Cable address: "CANCANPAC."

CANADIAN PACIFIC OCEAN SERVICES LTD.

CHINA MAIL S.S. Co., Ltd.

"INCORPORATED IN U.S.A."
FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons. S.S. "NILE" 11,000 Tons. S.S. "CHINA" 10,200 Tons.

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"
Mar. 30th April 21st May 18th

SAILING FROM HONGKONG for MANILA.

S.S. "NANKING" March 19th.

SAILING FROM HONGKONG for SINGAPORE.

S.S. "NILE" S.S. "CHINA"
April 3rd April 30th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET,
TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1634. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW
(Calling at Amoy for Passengers only.)
AND RETURN.
(Occupying 9 to 10 Days)

STEAMERS CAPTAIN LEAVES.
HAILOONG—Capt. W. Cooper—FRIDAY, 18th Mar., at Noon.
HAIKONG—Capt. W. C. Passmore—FRIDAY, 25th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier).
For FREIGHT AND PASSAGE apply to—
DOUGLAS LAFRAIR & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.,
MARINE BUILDING.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON, AMSTERDAM, ROTTERDAM AND HAMBURG. "VIGO" Sailing 4th April.
Subject to change without notice.

Or to BRIS & Co., Canton, General Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We have large shipways and can accommodate any craft of 200 feet long.

Works Office: 64, Cross Street, Central, Hongkong. Telephone No. 459.
Shipyard: Sham-Sai-Po, Kowloon, Hongkong.
Estimates furnished on application.

Hongkong, April 1, 1921.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Mar. 21—B.F. Tsimsoo.
22—J.C.J.L. Tsimsoo.
23—B.F. Tsimsoo.
24—J.C.J.L. Tsimsoo.
25—B.F. Tsimsoo.
26—J.C.J.L. Tsimsoo.
27—B.F. Tsimsoo.
28—J.C.J.L. Tsimsoo.
29—B.F. Tsimsoo.
30—J.C.J.L. Tsimsoo.

FROM JAPAN.

Mar. 17—N.Y.K. Mishima Maru.
18—B.F. Tsimsoo.
19—J.C.J.L. Tsimsoo.
20—B.F. Tsimsoo.
21—J.C.J.L. Tsimsoo.
22—B.F. Tsimsoo.
23—J.C.J.L. Tsimsoo.
24—B.F. Tsimsoo.
25—J.C.J.L. Tsimsoo.
26—B.F. Tsimsoo.
27—J.C.J.L. Tsimsoo.
28—B.F. Tsimsoo.
29—J.C.J.L. Tsimsoo.
30—B.F. Tsimsoo.

FROM MANILA.

Apr. 1—B.F. Tsimsoo.
2—B.F. Tsimsoo.
3—B.F. Tsimsoo.
4—B.F. Tsimsoo.
5—B.F. Tsimsoo.
6—B.F. Tsimsoo.
7—B.F. Tsimsoo.
8—B.F. Tsimsoo.
9—B.F. Tsimsoo.
10—B.F. Tsimsoo.

FROM JAVI.

Mar. 18—J.C.J.L. Tsimsoo.
19—J.C.J.L. Tsimsoo.

FROM SAIGON.

Mar. 25—A.L. Laks Omeva.
Apr. 5—A.L. Laks Omeva.

FROM BOMBAY.

Mar. 23—P. & O. Dunera.
Apr. 20—P. & O. Dunera.

FROM CALCUTTA.

Mar. 19—N.Y.K. Hajia Maru.
20—B.F. Tsimsoo.

FROM MELBOURNE AND SYDNEY.

Mar. 17—P. & O. Eastern.
Apr. 14—P. & O. Eastern.

FROM VANCOUVER.

Mar. 17—C.P.O.S. Empress of Japan.

FROM SEATTLE.

Apr. 6—A.L. Tsimsoo.
15—B.F. Tsimsoo.
May 23—B.F. Tsimsoo.
June 17—B.F. Tsimsoo.
July 14—B.F. Tsimsoo.
Aug. 5—B.F. Tsimsoo.

FROM SAN FRANCISCO.

Mar. 20—T.N.K. Tsimsoo.

FROM PORTLAND.

Apr. 5—A.L. Coaxet.

FROM LOS ANGELES.

Apr. 1—L.A.P.N. West Eika.

FROM NEW YORK.

Mar. 20—B.L. Alloway.
May 12—B.L. Bowes Castle.

FROM LONDON.

Mar. 17—S.L. Carnarvonshire.
18—B.F. Tsimsoo.
19—N.Y.K. Inaba Maru.
20—S.L. Carnarvonshire.
21—N.Y.K. Inaba Maru.
22—S.L. Carnarvonshire.
23—N.Y.K. Inaba Maru.
24—S.L. Carnarvonshire.
25—N.Y.K. Inaba Maru.
26—S.L. Carnarvonshire.
27—N.Y.K. Inaba Maru.
28—S.L. Carnarvonshire.
29—N.Y.K. Inaba Maru.
30—S.L. Carnarvonshire.

FROM LIVERPOOL.

Mar. 21—B.F. Tsimsoo.
22—B.F. Tsimsoo.
23—B.F. Tsimsoo.
24—B.F. Tsimsoo.
25—B.F. Tsimsoo.
26—B.F. Tsimsoo.
27—B.F. Tsimsoo.
28—B.F. Tsimsoo.
29—B.F. Tsimsoo.
30—B.F. Tsimsoo.

The C.P.O.S. R.M.S. "Empress of Japan" arrived at Nagasaki on March 15 (9 a.m.) left there on March 18 (5 a.m.) and is due at Shanghai on March 14 noon, leaving on March 14 at 10 p.m.

The C.P.O.S. R.M.S. s.s. "Empress of Japan," arrived at Shanghai on March 14 (10 p.m.) left there March 14 (10 p.m.) and is due at Hongkong on March 17 (7 a.m.).

The "Ellerman" s.s. "Kato" from Hamburg, Rotterdam and London left Singapore on March 13 and may be expected to arrive here on Friday, March 17.

The N.Y.K. s.s. "Mishima Maru" (European Line) left Shanghai for this port on March 14 and is expected here on March 17.

The Barber Line s.s. "Bowes Castle" left New York on March 8 for Hongkong via Ports and is expected to arrive here about May 12. Dodwell & Co., Ltd. Agents.

The Clerk of the Weather has evidently taken our tip, says the C. C. Post (Hankow), and, after having indulged in fancy storms of a July type in February, he brought in March with quite a sizeable snow storm. The Chinese, who persistently wore their fur lined gowns throughout the period of eighty in the shade, were perfectly satisfied, again yesterday and that the snow predicted all sorts of good things in the way of peace and plenty. Let us hope so!

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

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| Mar. 17.-I.C.S.N. | Tungshing. |
| 18.-D.L. | Hailong. |
| 22.-I.C.S.N. | Kwongkong. |
| 23.-D.L. | Chuan. |
| 24.-D.L. | Hailong. |
| Mar. 18.-D.L. | Hailong. |
| 22.-O.S.K. | Sinkang. |
| 23.-D.L. | Hailong. |

FOOCHOW.

| | |
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| Mar. 18.-D.L. | Hailong. |
| 22.-D.L. | Hailong. |

SHANGHAI.

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|-------------------|------------|
| Mar. 17.-I.C.S.N. | Tungshing. |
| 18.-D.L. | Hailong. |
| 22.-I.C.S.N. | Kwongkong. |
| 23.-D.L. | Chuan. |
| 24.-D.L. | Hailong. |
| Mar. 18.-D.L. | Hailong. |
| 22.-O.S.K. | Sinkang. |
| 23.-D.L. | Hailong. |

WEIHAIWEI AND CHEFOO.

| | |
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| Mar. 17.-C.N. | Hailong. |
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TIENSIN.

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| Mar. 17.-C.N. | Hailong. |
| 18.-I.C.S.N. | Chengkang. |

TSINGTAO.

| | |
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| Mar. 18.-C.N. | Chenau. |
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PUKOW.

| | |
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| Mar. 22.-C.N. | Sinkang. |
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HAIPHONG AND HOIHOW.

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| Mar. 18.-C.N. | Kailong. |
| 22.-I.C.S.N. | Tepo. |

KEELUNG.

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| Mar. 24.-O.S.K. | Kailong. |
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SAIGON.

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| Mar. 24.-M.M. | Cordillera. |
| Apr. 1.-O.S.K. | Kailong. |
| Apr. 1.-C.N. | Glymont. |

BANGKOK.

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| Mar. 22.-C.N. | Chuan. |
| Apr. 1.-O.S.K. | Kailong. |

SINGAPORE.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |
| Apr. 1.-C.N. | Glymont. |

PHILIPPINE ISLANDS, ETC.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

SANDAKAN.

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| Mar. 22.-I.C.S.N. | Hailong. |
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JAVA PORTS, ETC.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

INDIAN PORTS, ETC.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

CEYLON PORTS, ETC.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

YOKOHAMA PORTS, ETC.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

AMERICAN PORTS.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

WYDNEY AND MELBOURNE.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

JAPAN PORTS.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

AMSTERDAM.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

HAMBURG.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

ROTTERDAM.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

AMSTERDAM.

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HAMBURG.

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AMSTERDAM.

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| Mar. 17.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

VICTORIA.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

SEATTLE.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

TACOMA.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

SAN FRANCISCO.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

BORLAND.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

LOS ANGELES.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

VALPARAISO.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

NEW YORK.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

NEW ORLEANS.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

SOUTH AFRICAN PORTS.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

DURBAN AND CAPE TOWN.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

EUROPEAN PORTS.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

TRIESTE.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

MARSEILLES.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

LONDON.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

ANTWERP.

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| Mar. 22.-S.D. | West Jena. |
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| Apr. 1.-O.S.K. | Kailong. |

AMSTERDAM.

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| Apr. 1.-O.S.K. | Kailong. |

HAMBURG.

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HAMBURG.

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| Mar. 22.-S.D. | West Jena. |
| Apr. 1.-O.S.K. | Kailong. |

BANKS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

CAPITAL... U.S. \$ 4,000,000

SURPLUS & UNDIVIDED PROFITS: ... U.S. \$ 1,459,000

HEAD OFFICE: NEW YORK

BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

SHIPPING NEWS.

JAPAN'S WAR PRIZE.

VESSEL A WHITE ELEPHANT.

Tokyo, March 1.-The Government is at a loss to know what to do with the former German ships received as reparations. These ships are the property of the State, and their disposal must be governed by the regulations relating to State property. These regulations provide that when any State property is loaned a fee shall be charged and be paid in advance. The action taken by the authorities with regard to the "Kleist" one of the former German vessels, is held to be a violation of those regulations, as they have allowed the Nippon Yusen Kaisha to operate her on the European run without any compensation. The fact is that on account of the present depression of the freight situation, the Nippon Yusen Kaisha was not prepared to operate the steamer except with compensation from the Government. Thus the operation of the "Kleist" has been entrusted to the company without any special contract being made, it is said.

The "Cap Finisterre" is regarded as the best of the ships allotted to Japan but as the Nippon Yusen Kaisha abandoned the hope of operating her, she is still in Yokohama. It is said that Mr. Asano, president of the Toyo Kisen Kaisha, is trying to obtain the use of the steamer on condition of a subsidy being given by the Government, but it is not known whether his efforts will succeed. So far as the Government is concerned, no decision has yet been made regarding the employment of the "Cap Finisterre" though there has been a report that she will be sent to Yokohama to be used as a floating hospital for the sailors there.

While no decision has yet been reached regarding the fate of the former German ships, the third and fourth vessels are shortly to arrive. The "Belvedere" reached Bombay on Sunday, and, after taking raw cotton there sailed the same day, being due in Kobe on March 29. The "Normania" left Suez on Sunday, is due at Colombo March 7 and at Yokohama April 20.-Japan Advertiser.

EXCHANGE.

Hongkong, March 16, 1921.

On London: Bank, Wire ... 2 1/4

On demand ... 2 1/4

